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HONGKONG, MONDAY, JULY 10, 1905.

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Unless such claims are sent in prior to the 31st July, 1905, no notice will be taken of them and they will not be recognised.
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Hongkong, July 5, 1905. 1302

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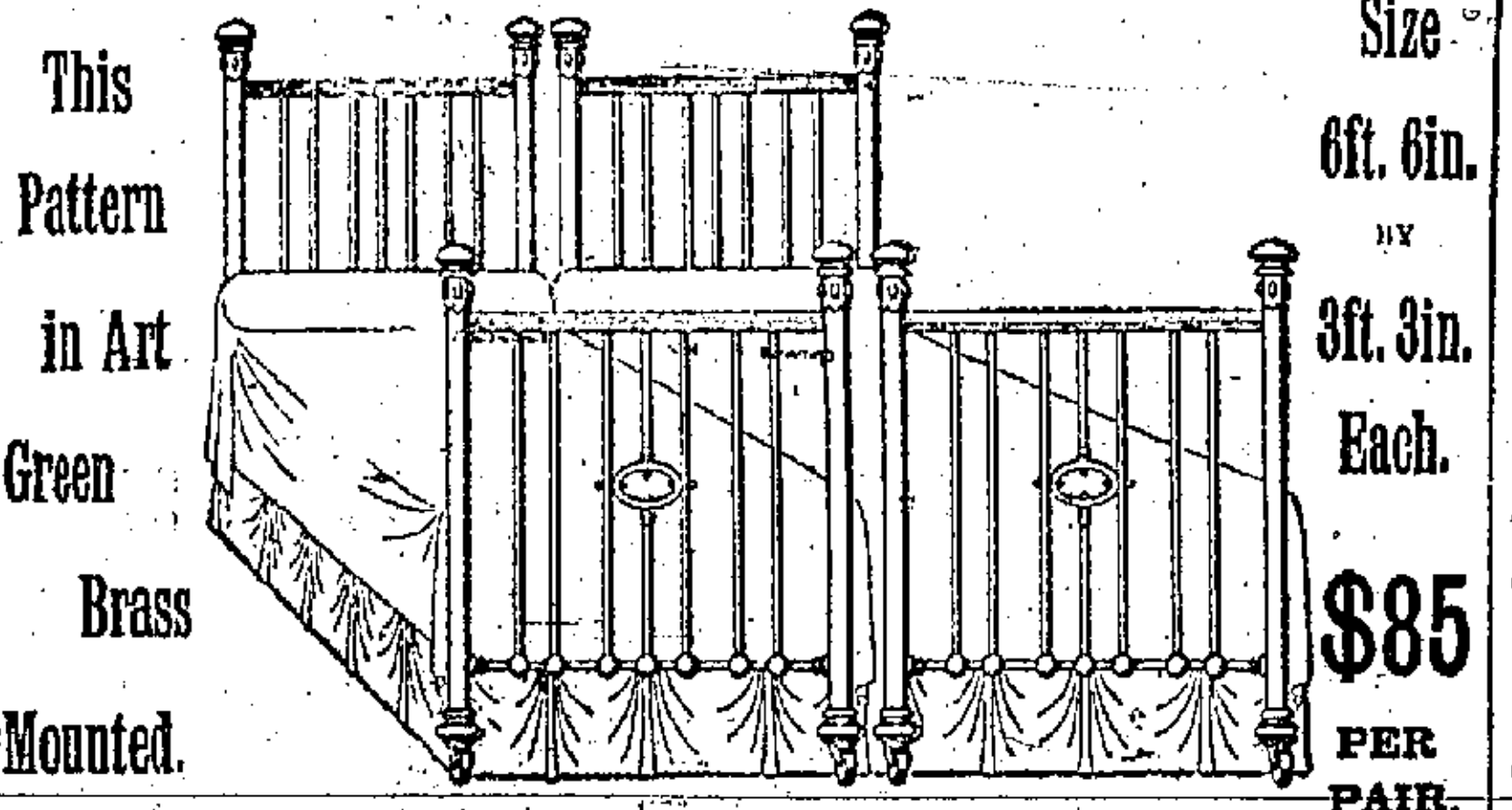
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HONGKONG.

THE 'TRAVANCORE' CASE.

THE MARINE COURT INQUIRY.

The inquiry into the circumstances surrounding the stranding of the sailing ship "Travancore" (Captain W. G. Chamberlain) and into the charges made by the crew against the Captain, was continued to-day at the Marine Magistrate's Court.

The Court consisted of the Hon. Captain L. A. W. Barnes-Lawrence, R.N. (President), Lieut. C. K. McCallum (H.M.S. "Tamar"), Captain Pybus ("Empress of Japan"), Captain St. John George ("Macquarie") and Captain Robb ("Taiping").

Mr. O. Dr. Wilkinson of Messrs. Wilkinson and Galt appeared on behalf of Captain Chamberlain; Mr. John Hays of Messrs. Johnstone, Stokes and Master represented the crew, but the crew were not represented by a solicitor.

T. Ward was recalled and questioned by Captain George—I was at the forecastle when the captain fell over. It is customary to flatten the sheets when the helm was hard over and I did not know the helm was over and received no orders to flatten sheets. When the mate called me aside he did not say he would put a hole in her. What he said was that he would go down in the lazarette and scuttle her. I thought it would be possible to knock a hole in the ship with a hammer and cold chisel. I did not report the mate's remarks to the captain because I had reason for believing that the captain knew of the mate's intention. The captain was in his cabin and it would have been impossible for the mate to have knocked a hole in the ship without the captain hearing it. I first thought of bringing this charge when the captain and a reporter accused me of cowardice. That was when the "Robert Cooke" arrived. I intended to bring a charge against the first mate before being accused of cowardice.

By Mr. Hays—It was in the forenoon that I saw the captain lying on the rail—I stated that I thought it was in the afternoon, but then I said I was not sure. I did not talk this over with Mitchell. I considered it myself.

By the President—When the "Robert Cooke" towed the ship off the rocks we were in the boats, having been ordered to do so by the captain. The "Likin" afterwards took us in tow and towed us to where the ship was anchored.

By Mr. Wilkinson—The officer on board the "Likin" called us and said that the ship was afloat. I was standing by the galley, having been awakened by a heavy downpour of rain, and saw no lights. We were inside half a mile from the "Travancore" then and were in the lifeboats within a couple of minutes, but when we reached the ship she was on the rocks bumping heavily.

We raised no objections to leaving the "Likin," but went at once. There were two of the men standing by when I called the chief mate's attention to the fact that the ship was floating, but they were not near when the mate spoke about scuttling. The mate did not offer me anything, nor did he give any reasons, but I thought he was serious. The men did not rush the boats before being ordered to lower them and there was very little panic on board. On the second afternoon the captain ordered us to set certain sails, which we did, and after setting them a seaman—Burns—called the mate's attention to the wind blowing on the starboard side.

By the President—The port side of the ship was nearer the rocks.

By Captain Pybus—The effect of the wind would be to press the ship further on the rocks.

By T. J. Roberts, chief mate—The crew set the main sail, but not the mizzen. The men did not refuse to set the sail on the mizzen. They pointed out that the setting of the sails would drive the ship on the rocks, and the mizzen was not set.

T. J. Roberts, the chief mate, said the stream anchor was put out about 12 o'clock on June 2, when the men let go before enough line was out. This was the first he had heard of the charge made by Nash.

A. A. Mott, chief mate of the "Robert Cooke," said that the crew alleged that the "Travancore" was lying about four cables off, and the "Likin" was lying about four cables from the "Travancore" and at anchor. Neither of the boats went to the "Travancore" after the "Robert Cooke" sighted them before the tug lay to. Captain Chamberlain did not board the "Robert Cooke" but remained in the lifeboat.

Captain Chamberlain said "You have arrived too late; the bottom is out of the ship; the rocks are through her bottom and she is full of water." He did not see anything wrong with the master of the ship. The captain of the "Robert Cooke" called the captain of the "Travancore" and Mr. Purvis went along with him and Mr. Purvis examined the "Travancore." The ship had a heavy list to starboard and was bumping heavily. Some of the sails were hanging loosely; the fore, lower topsail might have been set, but witness was not sure. There was only 18 inches to two feet of water over the hull on the starboard side. Witness told the captain the ship could be towed off and bunched, but the captain did not think so, remarking that the vessel would sink in deep water. Witness and Mr. Purvis finally persuaded Captain Chamberlain to let them have a tow rope and line out over the starboard bow. The orders were given in a proper manner by the master and carried out. When the tow line was made fast excepting the captain and chief mate left the sailing ship. In witness of which the crew should have remained on board the ship. I did not hear any orders given for the men to leave the ship. The manner in which they put out the tow rope was peculiar. I saw nothing wrong with either the captain

or the chief mate. Witness saw a hawser out on the starboard quarter, whether a stream and kedgie he could not say. When the tug reached Harlem Bay the hawser still hung over. Witness signalled to the "Likin" to have the boats brought down. Afterward the tug signalled. Then witness saw that the lifeboats were cast off from the "Likin" and that the latter was steaming towards the tug. When the "Likin" got within speaking distance a gentleman—who witness took to be the captain of the "Likin" said that the men would not go on board the "Travancore."

By Lieut. McCallum—No rush was made to go on board the "Travancore," we had no idea of salvage.

By Captain Pybus—I thought the captain had the idea of abandoning the ship because he said "It's no use putting a tow line out; she'll sink in deep water" and the crew abandoned the ship last night.

We had difficulty in getting the ship off. After about five minutes towing at half speed she came off easily.

By Captain George—I heard the captain remark that the ship had floated off and changed her position. I went on board during the tow because the tow rope was sagging, the lashing having carried away. When I got on board I saw the chief mate of the "Travancore" putting fresh lashing on.

By Mr. Wilkinson—I am positive there was only one hawser out.

D. A. Purvis, foreman engineer Kowloon Dock, said—I was on deck when the boat containing Captain Chamberlain drew near. The latter seemed to be alright—he was worried about his ship. Witness then detailed the position of the ship. Witness said he took his time going on board—there was no rush. He told the captain that the ship was not as bad as he (the captain) had made out.

By Captain Pybus—A hole could be put in the ship's bottom with a cold chisel and hammer.

By Captain George—It would take a man about half-a-day to make a hole.

By Mr. Wilkinson—I heard one of the crew remark he was going to save his life. James Holland, steward, gave evidence. He saw the captain in his room at 4.40 a.m. on May 31, and later on at breakfast (8 a.m.). The captain's manner was as usual—he was perfectly sober.

By Captain Pybus—I have never seen the captain take any drink. He has not a private stock of liquor. They had two bottles of gin on board which were drunk between them all. They had two gallons of rum brought up from Hongkong, but none of the men had any and it was thrown overboard. Neither the captain or his mate had any of the rum.

By Captain George—When the charges against the captain were shown to me, I declined to have anything to do with it. I did not say whether they were true or not. L. Gordon, senior apprentice, said he was at the wheel on May 31. The captain was on the poop during the time. Witness was there and gave witness the course to take. The captain leaned on the rails at times, looking over, and just after the pilot left witness saw him half lying and half sitting on the deck—witness did not see him fall. The deck was wet and the vessel had a motion. After getting up the captain went below.

By Captain Pybus—While the pilot was there the captain did not act as though not sober. It was possible to see the captain, when he fell, from the forecastle head.

By Mr. Wilkinson—The ship was not very fast but was very handy. I never saw her miss stays before; she has tacked before in ballast. The men were a little disorganised when the ship missed stays.

W. Wall, carpenter, gave evidence concerning the nailing on of the covers of the life boat.

Proceeding.

By Mr. Hays—The mate's attention to the fact that the ship was floating, but they were not near when the mate spoke about scuttling. The mate did not offer me anything, nor did he give any reasons, but I thought he was serious. The men did not rush the boats before being ordered to lower them and there was very little panic on board. On the second afternoon the captain ordered us to set certain sails, which we did, and after setting them a seaman—Burns—called the mate's attention to the wind blowing on the starboard side.

By the President—The port side of the ship was nearer the rocks.

By Captain Pybus—The effect of the wind would be to press the ship further on the rocks.

By T. J. Roberts, chief mate—The crew set the main sail, but not the mizzen. The men did not refuse to set the sail on the mizzen. They pointed out that the setting of the sails would drive the ship on the rocks, and the mizzen was not set.

T. J. Roberts, the chief mate, said the stream anchor was put out about 12 o'clock on June 2, when the men let go before enough line was out. This was the first he had heard of the charge made by Nash.

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DEATH OF MR. A. G. WARD.

A telegram was received in the Colony early yesterday morning, announcing the death of Mr. Arthur Gordon Ward, which sad event took place in the Shanghai Nursing Home on Saturday night.

Mr. Ward, who left us here in Hongkong only as late as last March, recently fell ill with typhoid fever; but as it had been authoritatively stated that he was recovering from the attack, the news of his death came yesterday as a shock to his numerous friends.

Mr. Ward was one of the best known men in Hongkong. As organist of the St. John's Cathedral here for six years previous to his going to occupy a similar post in Shanghai, and as the leader in nearly every branch of musical life in this Colony—the A.D.C., the Philharmonic concert, and occasionally at Government House—he was known by, and popular with, all classes of our residents.

The funeral of Mr. Ward was held at his home in the Colony, a short four months since, testified to the general regret felt at his leaving us, as well as to the great loss he was to the musical life of Hongkong. We then said what was our loss was Shanghai's gain. His death at the early age of thirty-six, when his energies were at their prime, will now be regretted by the residents of both places. Deep sympathy is felt here for the mother, and brothers of deceased; it may be perhaps but poor consolation to relations at a distance, but it is certain that the mourning service at St. John's Cathedral yesterday (for it really was such) would certainly leave no doubt on the mind of any one as to the high esteem and affection in which Mr. A. G. Ward, the late organist of the Cathedral Church, was held by his many friends in Hongkong. The Burial Hymn "Now the labourer's task is o'er" was feelingly sung, most of the choir members being personal friends of their late Choir-master; and the organist, Mr. D. M. Johnson, who entered upon his duties yesterday, had the melancholy duty of playing the "Dead March in Saul" for Mr. Ward, his predecessor in the position of organist. The Rev. Mr. Jenkins, who was acting Chaplain in the absence of the Rev. F. T. Johnson, made a feeling reference to the memorial nature of the service.

He said that Mr. Ward had been esteemed in Hongkong not only as a musician but also as a man—He was certain that a great many here would lament his loss and sincerely sympathise with those he had left behind.

Mr. Ward, as a cricketer, and some time the secretary of the H.K.C.C., was a familiar figure on the Cricket Ground, and represented Hongkong in most of the inter-port matches played of late years. In this connection, he will be greatly missed both here and in Shanghai.

Writing on July 5 our Shanghai correspondent says:—Considerable sympathy has been extended to Mr. A. G. Ward. He has been only a short time with us, but the kindness with which he has entered into amateur musical effort and the unsparring energy with which he has given up his own time have gained him many friends. Therefore, we watch his progress, during the attack of typhoid fever which kept him at the Nursing Home, with disinterested anxiety, and one and all wish him a speedy recovery. During his illness, Mr. Moule will take up his duties as Organist at the Cathedral.

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SINKING OF THE "PRINCESSE MARIE."

Remarkable Conduct.

The Singapore Free Press of July 3, has a long story of the sinking of the Danish steamer "Princesse Marie" by the Russian converted cruiser "Terek." Here are some of the particulars:—

The "Princesse Marie" left Singapore on June 17th for Yokohama and Kobe with a cargo of provisions and manufactured iron from Copenhagen and Antwerp. The voyage was uneventful till the afternoon of June 22, when a large steamer was sighted bearing down on the "Princesse Marie" from the eastward. As the stranger drew near she hoisted the Russian colours and fired a shot across the merchantman's bows as a signal for her to heave-to. The warship, for such the vessel proved to be, swept up to within a very short distance and one of the ship's officers who understands Russian read the name "Terek" on her bows.

This, according to the Russian statement was in 13.57 N. lat. and 113.15 E. long. The cruiser signalled that she was sending a boat, and soon an armed cutter put off from her and pulled to the "Princesse Marie." They asked Captain Ingemann to accompany them on board their vessel, as they wished to lay the matter before their commander. On arrival on the "Terek" there was a long argument as to whether the "Princesse Marie's" cargo was contraband or not. The Russian commander and the majority of his officers appeared to be of opinion that the ship's cargo did not make her liable to seizure, but on this opinion being expressed a boyish-looking lieutenant who had taken a prominent part in the discussion lost his temper, and thumping his fist on the table declared that the ship should not be released. Finally he became so enraged that he shook his fist in his commander's face and declared in an insulting manner that if the "Princesse Marie" was released he would bring the matter before the Russian Government and have the commander punished. After a heated argument he brought the majority of his brother officers round to his view by saying that even if the cargo was not contraband and Russia had to pay a large sum in compensation, this was better than allowing such a valuable cargo to fall into Japanese hands.

The Russian officers then appeared reluctant to sink the steamer and discussed the feasibility of putting a prize crew on board her and navigating her to the Baltic. This the commander would not hear of, saying he could not allow his ship's crew to be so greatly weakened as the sending away of a prize crew would necessitate.

Captain Ingemann was awakened at day-break the next day, 23rd, and both ships which had been cruising slowly eastward were again hove to. The Russians then lowered all their boats and with Captain Ingemann in the first went aboard the "Princesse Marie." Whilst the Danes were getting their sea chests on deck the Russians spread themselves over the ship and began to loot her. They went into the saloons and cabins and each man helped himself to just what he fancied, and what they did not want they wanted destroyed. They brought a case of beer, of which there was plenty in the ship's holds, and partook of it in such quantities that a number soon got quite drunk. When one case was finished another was got out of the hold and opened without any remonstrance from the Russian officers.

The worst-fueled men appeared to take a fiendish delight in smashing everything they saw. In the saloon they broke all the crockery and even tore up the linoleum matting in shreds, whilst the cabins they wrecked entirely, smashing the mirrors and other toilet gear to atoms. Captain Ingemann was cut to the heart to see his beautiful new ship wrecked by a party of madmen.

In the engine room the Danish engineers had a similar experience. The Russians helped themselves to all the moveable fittings of the engines and then smashed at them with hammers. The steamer had a fine dynamo in her engine room and the chief engineer swore in his beard when he saw the damage wrought to it and the other machinery, though he knew the ship was to be sunk.

Meanwhile the more sober part of the crew got the "Princesse Marie's" steam winches going and along all the provisions and liquor they could get easy access to into their boats and those of the "Princesse Marie," which they had lowered, for transference to the "Terek." They removed a large quantity of beer, wines, and tinned provisions, also a number of bags of sugar. At 2 p.m. they knocked off their work of plunder and preparations were made to sink the "Princesse Marie." Captain Ingemann and his crew were taken to the "Terek" and all the Russians, with the exception of one boat's crew, left the doomed steamer. To these the final act of destruction had been left. Apparently undesirous of expending ammunition in sinking the steamer the Russians placed two mines aboard her—one at the bow and the other in No. 1 hold in such a position that it would blow a hole in the steamer's side and at the same time destroy the watertight bulkhead.

Wires connecting with the charges were then brought up on deck and over the side into the boat, which pulled away from the ship. When about one hundred yards away the connection was made and two muffled explosions came from the "Princesse Marie." She shook from stem to stern but no visible damage could be seen. Despite this, however, the vessel had received vital injuries, as could be seen from the rapid manner in which she began to settle down. The water appeared to be pouring into her from her holes made by the dynamite, and from her sea chests which the Russians, to make perfectly sure of sinking her, had opened before they took their departure. Rapidly the ship got deeper and deeper in the water and eighteen minutes after the explosion of the mines she went down by the head.

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THE AMERICAN BOYCOTT.

Wide-Reachng Movement.

The N. C. Daily News of July 7 says:—As will be remembered by readers it was decided by the gentry and merchants, who had assembled about a month ago to protest against certain harsh and unjust clauses in the proposed new Chinese Exclusion Treaty between the United States and China, that should the United States persist in inserting the obnoxious clause, a boycott on American goods and manufactures, or rather everything American (which includes schools and text books) should be declared two months from date of the decision.

This programme which was recommended by a member of the Shanghai gentry, namely, Tsoai Tsing Chu, was endorsed not only by the local gentry, merchants, and school teachers, but also by those of Canton, Macao, Hongkong, Swatow, Amoy, Foochow, Wenchow, Ningpo, Hangchow, Shanghai, Chinkiang, Kanking, Anching (Kanking), Kinkiang, Hankow, Wukang, Hanyang, Shao, Lohang, Chungking, Chungtu, Peking, Tientsin, Chofoo, Kailung, and two or three other cities in the interior. Even Chinese in Samatra, Singapore, Australia, New York, and San Francisco telegraphed to Shanghai their hearty approval of the steps to be taken as a protest against the action of the U.S. Government, calling upon their friends in China to stand firm and not allow themselves to be coerced into giving up the line of action now adopted.

Indeed, never in the history of this country has there ever been such unanimity of sentiment as has been shown in the present instance, and so people may be pardoned if they should show surprise when it became known yesterday that Mr. Tsoai Chu, the author of the proposed boycott, having been approached by certain members of the Chinese Chamber of Commerce, had approved of a proposal to extend the limit of the commencement of the boycott from two to six months after date of the decision arrived at in the first instance. Evidently there is discussion in the ranks and the cooler-headed men are now getting things more in their way than the fiery spirits of the younger members of the local gentry and merchants.

The Russian officers then appeared reluctant to sink the steamer and discussed the feasibility of putting a prize crew on board her and navigating her to the Baltic. This the commander would not hear of, saying he could not allow his ship's crew to be so greatly weakened as the sending away of a prize crew would necessitate.

THE CHINA MAIL.

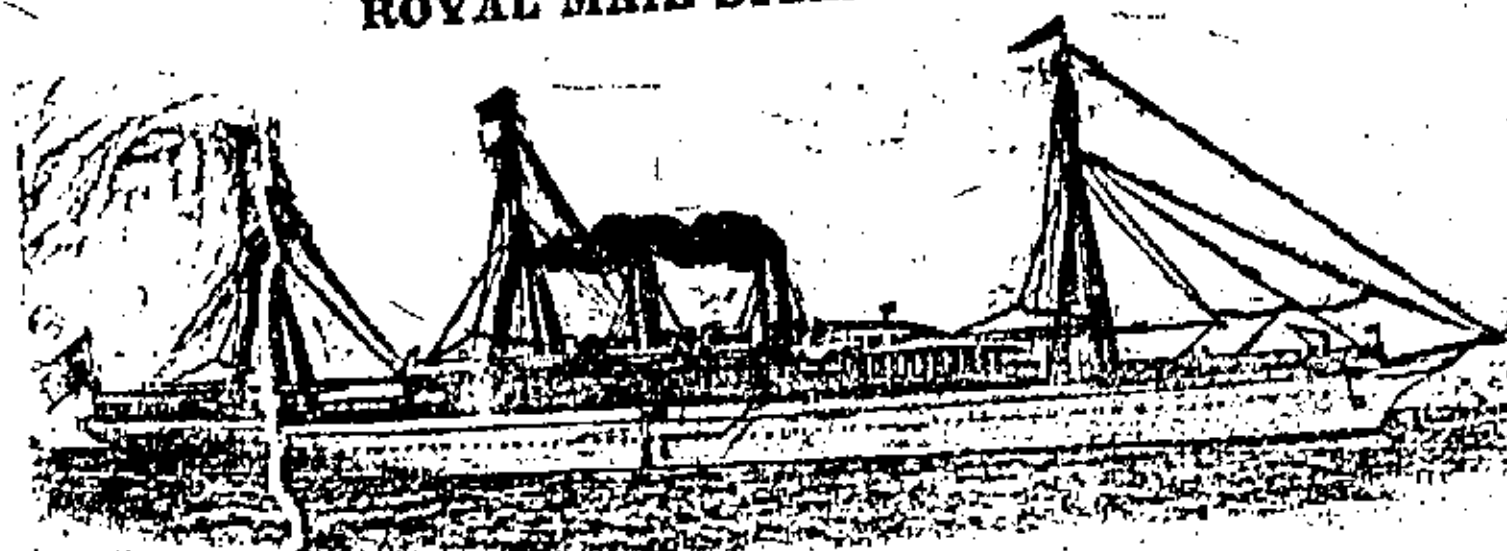
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named for	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via	PALMA	About 12th July.	Freight only.
MANILA, S'PORE, P'ANG, C'BO, PORT SAID, SUEZ & MARSEILLES	G.W. COCKBURN, R.N.R.		
SHANGHAI	COROMANDEL	About 12th July.	Freight and Passage.
	G.M. MONTGOMERY, R.N.R.		
LONDON, &c.	SIMLA	Noon, 15th July.	See Special Advertisement.
	G.D. GOLDSMITH, R.N.R.		
LONDON & ANTWERP, Via	JAVA	About 20th July.	Freight and Passage.
S'PORE, P'ANG, C'BO AND PORT SAID	S. BARON		

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 10, 1905.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Sailing 3 to 7 days across the Pacific.

R.M.S. PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).
 EMPRESS OF JAPAN. Com. R. P. YVES, R.N.R. 6000 Tons WEDNESDAY, July 12.
 EMPRESS OF CHINA. Com. R. ARCHER, R.N.R. 6000 Tons WEDNESDAY, Aug. 2.
 EMPRESS OF INDIA. Com. E. BERTHELM, R.N.R. 6000 Tons WEDNESDAY, Aug. 23.
 TARTAR. Com. W. DAVIDSON, R.N.R. 4426 Tons WEDNESDAY, Sept. 13.

Hongkong to London, 1st Class, via St. Lawrence £60, via New York £82.
 Intermediate on Steamers, £40, " " £42.
 and 1st Class Rail, " " £40, " " £42.

THE magnificent 'EMPRESS' STEAMSHIPS passing through the famous IN-
 LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
 COUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVER-
 LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
 CHANGE.

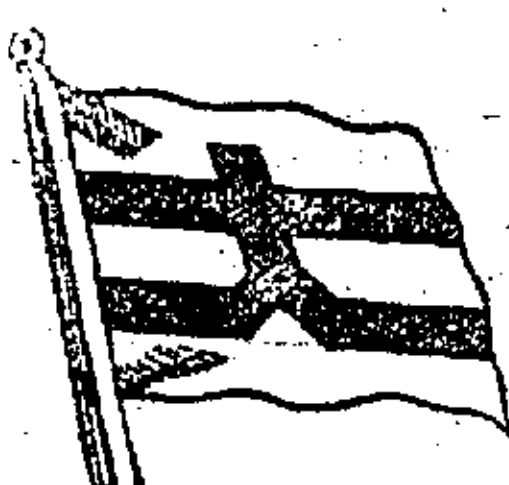
R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only
 at intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal ports and AROUND THE WORLD.
 SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
 Military, Diplomatic and Civil Services, and to European Officials in the Service of
 China and Japan Governments.
 For further information, Maps, Guides, Books, Rates of Freight and Passage,
 apply to D. F. BROWN, General Agent,
 PEDDER STREET.
 Hongkong, July 5, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOBI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	CAPTAIN.	TO SAIL AT DAYLIGHT ON
NOMANTIA	4370	BRUNNER	July 16, 1905.
ARABIA	4483	MEYERHOF	Aug. 6, 1905.
ARAGONIA	5198	SCHULTZ	Aug. 26, 1905.
NICOMEDIA	4370	WAGNER	Sept. 16, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
 and United States Points. For through rates of Freight and further information,
 communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, July 8, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

For	STEAMERS	LEAVING
ANPING, Via SWATOW AND AMOY.	PROMISE	SATURDAY, About 16th July.
TAMSUI, Via SWATOW AND AMOY.	TRIUMPH	SUNDAY, 16th July, 8 a.m.
SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	FRITHJOF	THURSDAY, About 20th July.
TAMSUI, Via SWATOW AND AMOY.	PROTEUS	SUNDAY, 23rd July, 8 a.m.

ON account of the present state of political affairs, all the Company's New Steamers
 have been requisitioned for Transport Service, and the above-named chartered
 Steamers have been secured instead for maintenance of the Company's Coastal Service.
 As soon as the state of Affairs permit the Company will resume running with its speci-
 ally designed new Steamers.
 Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
 For Freight, Passage and further information, apply at the Co.'s local Branch
 Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, July 10, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.O. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
FLORADES	3763	F. G. Purinton	About July 12.
SEAWMUT	3958	E. V. Roberts	About July 20.
TREMONT	3958	T. W. Garlick	About Aug. 8.

† Cargo only.

SHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Seawmut and Tremont are fitted with very superior
 Accommodation for First and Second Class Passengers. The large size of these vessels
 ensures readiness at sea. Electric fan in each room. Barber's shop and steam laun-
 dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information, apply to

Dodwell & Co., Limited,
GENERAL AGENTS.QUEEN'S BUILDINGS,
Hongkong, June 26, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	PATROCLUS	14th July.
GLASGOW AND LIVERPOOL	PARKING	18th July.
GLASGOW AND LIVERPOOL	ACHILLES	28th July.
GLASGOW AND LIVERPOOL	ANTENOR	31st August.
GLASGOW AND LIVERPOOL	MACHAON	4th August.
GLASGOW AND LIVERPOOL	ORIBES	5th August.
GLASGOW AND LIVERPOOL	ULYSSES	9th August.
GLASGOW AND LIVERPOOL	COEAGE	9th August.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	HYRON	19th July.
* GENOA, MARSEILLES & LIVERPOOL	THEMACHUS	20th July.
LONDON, AMSTERDAM & ANTWERP	AXAX	1st August.
LONDON, AMSTERDAM & ANTWERP	INOMENUS	16th August.
* GENOA, MARSEILLES & LIVERPOOL	STENTOR	20th August.
LONDON, AMSTERDAM & ANTWERP	PARKING	28th August.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES OF
AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and KEENON		17th July.
all PACIFIC COAST PORTS, via		
NAGASAKI, KOBE & YOKOHAMA	MACHAON	7th August.

WESTWARD.

From	STEAMERS	Due
TACOMA, SEATTLE, VICTORIA	THEMACHUS	15th July.
AND PACIFIC COAST		

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 7, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI & CHINRIANG	SHAOHONG	11th July.
MANILA	TEAN	11th July.
MANILA	SUNGKANG	11th July.
CHIEFOO & NEWCHWANG	HUPH	13th July.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHINGTU	14th July.
OSBU & ILOILO	KATONG	14th July.
ROBE	TAIYAN	15th July.
SWATOW, WEIHAWEI, CHEFOO	CHILU	18th July.

* The attention of Passengers is directed to the Superior Accommodation offered
 by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table.
 A duly qualified Surgeon is carried.
 Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
 Taking Cargo and Passengers at through rates for all New Zealand and other
 Australian Ports.
 N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
 Australian Ports.
 For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.
 Hongkong, July 10, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steam-
ers between Hongkong and Manila—Saloon amidships.
Electric Light—Perfect Cuisine—Surgeon and
Stewardsess carried.—All the most up-to-date arrange-
ments for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	A. H. Noley	Manila	July 15, at Noon.
ZAFIRO	2540	R. Rodger	Manila	July 22, at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co.,
General Managers.

Hongkong, July 10, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND
SUEZ CANAL.(With Liberty to Call at the
MALABAR COAST).

S.S. INDRAWADIAbout 31st July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, June 29, 1905.

REGULAR

STEAMSHIP SERVICE TO NEW

YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.
 Proposed SAILINGS FROM HONGKONG.
 STEAMERS TO SAIL: 1905.

ST HUGOAbout Aug.
 SHIMOSATo follow.
 For Freight and further information,
 Apply to DODWELL & CO., LTD.
 Agents.
 Hongkong, July 6, 1905.

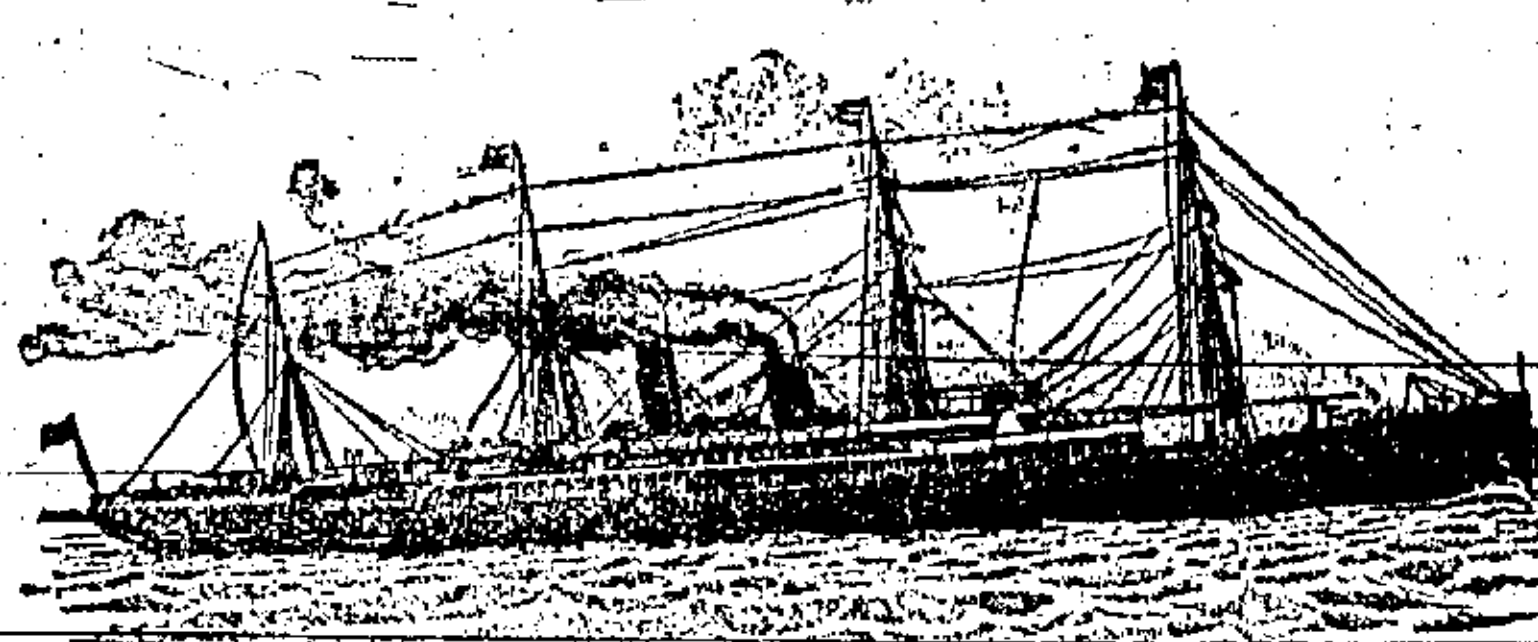
Hongkong, June 27, 1905.

Shipping.

PACIFIC MAIL S.S. CO.,
OCCIDENTAL AND ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.Only line taking the warm Southern Route across the PACIFIC, via HONOLULU
on OAHU, on the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
MONGOLIA	13,639 Gross Tons. TUESDAY, 18th July, at Noon.
CHINA	5,000 " FRIDAY, 28th July, at Noon.
DORIC	4,784 " FRIDAY, 11th Aug., at Noon.
MANHURIA	4,784 " FRIDAY, 18th Aug., at Noon.
KOREA	11,276 " FRIDAY, 1st Sept., at Noon.
COPTIC	4,352 " TUESDAY, 12th Sept., at Noon.
SIBERIA	11,284 " TUESDAY, 26th Sept., at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct.
18th-23th, 1902; 10 days, 15 hours.

THE P. M. Steamship MONGOLIA will be despatched for SAN FRANCISCO, via
 AMOY, SHANGHAI, NAGASAKI, KOBE, (INLAND SEA) YOKOHAMA,
 and HONOLULU on TUESDAY, the 18th July, at Noon, taking Freight for
 the United States, and Europe. Passengers are allowed to break their journey at any
 point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
 Military, Diplomatic and Civil Services, and to European Officials in the Service of
 China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan
 Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Over-
 land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and
 South America, by the Companies and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the
 Companies, QUEEN'S BUILDINGS,
 HONGKONG, July 6, 1905.

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	STEAMERS	TO SAIL
SHANGHAI	KWONGSANG	TUESDAY, July 11, at 3 P.M.
* MANILA	LOONGSANG	FRIDAY, July 14, at 4 P.M.
SINGAPORE, SOURA, BATA & SAMARANG	HINSANG	FRIDAY, July 14, at 3 P.M.
TIENSIN	WOSANG	MONDAY, July 17, at 3 P.M.
* SINGAPORE, PENANG, AND CALCUTTA	LANSANG	TUESDAY, July 18, at 3 P.M.

* These Steamers have superior Accommodation for First-class Passengers, and
 are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang
 and Yangtze Ports.
 For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

755

SOUTH AFRICAN LINE OF
STEAMERS.HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

STEAMERS	Captain
S.S. SWANLEY	J. P. DAWSON.
S.S. COURTFIELD	J. W. MARTIN.
S.S. CRANLEY	W. E. STELLA.
S.S. KEBAL	M. ROBINSON.
S.S. ASCOT	C. E. COX.
S.S. LOTHIAN	J. G. WILLIAMSON.
S.S. INKUM	E. S. PEARSE.
S.S. SIKH	J. ROWLEY.
S.S. KODRASHAMA	G. R. SHEPHERD.
S.S. INDIABELLI	R. P. CRAYEN.
S.S. SEALDA	J. CULLINGTON.
S.S. CATHARINE PARK	C. G. BROWN.
S.S. INKULA	DEAN.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.
Hongkong, February 9, 1905.COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.THE Company's Steamship
TOKIN,
Captain CHAMPEAUX, will be despatched for
the above Ports on or about TUESDAY,
the 11th inst.G. DE CHAMPEAUX,
Agent.

Hongkong, July 4, 1905.

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Shipping.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship
 LIGHTNING,
 Captain J. G. SPENCER, will be despatched for
 the above Ports on TUESDAY, the
 11th inst., at Noon.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd.,
Agents.

Hongkong, July 6, 1905.

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Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 6, 1904.OSAKA HOTEL,
NAKANOSKIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARI, Manager.

December 6, 1904.



ALMOST EVERYONE, AT THE END OF SUMMER, FEELS WILTED AND RUN DOWN. We wonder how we stood the heat of January and February so well, only to collapse when the weather is appreciably cooler. The reason is that the Summer strain is just beginning to tell on us. We need to CLEAR THE SYSTEM OF POISONOUS WASTES, and to stimulate the Liver and Kidneys into action again. IN CHOOSING AN APERIENT, we look for certainty of result, gentleness of action, and palatableness. LAXATIVE, THE WORLD FAMOUS HUNGARIAN APERIENT, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by Physicians as especially suitable for the use of ladies and children. TRY ONE BOX. THE PRICE IS ONLY ONE SHILLING. Prepared only by the LAXATIVE CO., LTD., Budapest, Hungary.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM LONDON, ANTWERP AND MIDDLESBRO.

THE Company's Steamship (Mologan) having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day. Goods not cleared by the 14th inst., will be subject to rent. No Fire Insurance will be effected. All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within ten days after the Steamer's arrival, after which no Claims will be recognised.

MCGREGOR BROS. & COV.
Hongkong, July 7, 1905.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER PESHAWARFROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day. Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

L. S. LEWIS,
Acting Superintendent.
Hongkong, July 4, 1905.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER JAPAN.FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, etc. etc. Egypt.
Optional Goods will be landed here unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godown.

L. S. LEWIS,
Acting Superintendent.
Hongkong, July 6, 1905.

CHINESE BOYCOTT OF AMERICAN TRADE.

American Press Opinions.

'A Chinese Roland for the American Oliver' seems to be on the programme. These are the words used by the Brooklyn Eagle in commenting upon the surprising report that the Chinese merchants had determined to boycott American goods. The facts regarding this reported boycott are in doubt. According to the despatches, the pronouncement against American goods originated with the Shanghai Chamber of Commerce, and was inspired by the attitude of this Government toward Chinese who come to the United States. It seems that Chinese merchants do not mind how severely the United States restricts the commerce of coolies and other laborers, but they do object to the practice of imposing burdensome and humiliating regulations upon Chinese citizens who come as merchants, students, and travelers. As the Boston Herald describes the case:

'At the present time if a steamship arrives at an American port having as one of its passengers a Chinese merchant or scholar, even tho he may have a suite of staterooms in the first cabin, and may have a French or English valet as an attendant, it is assumed by our immigration authorities that the incoming is a Chinese laborer in disguise, and is coming here for the purpose of seeking employment at wages below those which can support American or European immigrant laborers on a reasonable living basis. On this account this Chinese traveler is isolated from the rest of the first-cabin passengers, is not permitted to land until he can establish his identity in an unmistakable manner, by submitting to a species of bar chamber inquisition which is insulting and humiliating to an intense degree.'

There has been much severe criticism upon this rigid administration of the law. A little over a year ago the New York Chamber of Commerce adopted and sent to Washington resolutions in protest against it. In acknowledging receipt of these resolutions, Mr. Cortelyou, then the head of the Department of Commerce and Labor, which includes among its bureaus that of immigration, made what the New York Journal of Commerce calls the 'somewhat evasive reply that certificates of the Chinese Government, revised by United States consular officers, when presented by members of the exempt classes, are accepted as prima facie evidence of the facts set forth therein, but the contents thereof may be controverted by the United States authorities.'

This declaration of Mr. Cortelyou in plain terms means that the decision as to whether a Chinaman is a laborer, an American citizen, or belongs to the 'exempt' class rests entirely with the immigration officials from whose action there is no appeal. This view of the case seems to be borne out by a recent decision of the United States Supreme Court. Hence, as the American Government has for the time being at least abandoned all attempt to make a new treaty, the Chinese people realize that they must submit indefinitely to the oppression of the old laws, and so they have resolved, as it appears, to retaliate unless their requests are granted. All that they have officially asked for so far, is that the United States Government define by treaty what it means by 'laborer,' and having made the definition as broad as language will permit, stop there.

The Philadelphia Ledger (Ind.), in referring to the proposed Chinese boycott, says: 'The course taken by the Chinese commercial bodies and the action of the Chinese Minister may be inadvisable from certain points of view, but they are not unnatural. It is clear that similar oppression and ostracism practised by the Chinese Government against Americans in China would be speedily resented by the mobilizing of the fleet.'

'The Chinese Government desires another treaty, which among other things, will soften the rigor of the exclusion law with respect to educated Chinese, and will guarantee such persons decent treatment. This much, at least, should be conceded. Our exportations to China are not of great volume at present, but the possibilities of trade with such a populous country as China are not to be lightly regarded. This is a secondary consideration. The question of international justice is paramount.'

The commercial aspects of the threatened boycott are a very important feature in the case. As the Indianapolis News (Ind.) remarks, 'We cannot expect to maintain an open-door policy for trade in China with one hand, while holding a closed door against Chinese immigration with the other.' At present our trade with China is not large when we consider the size of its population. Last year the United States bought about \$240,000,000 of exports from that country, but did not sell there over \$30,000,000 of imports. But the trade is growing, especially in the exportation of textile goods from our mills. We quote the following from an interview given by Mr. James S. Pearson, president of a firm heavily interested in Chinese trade, and who long resided in China:

'If such a boycott is declared and enforced in the way that it is entirely possible it may be enforced, the results to American trade with China would be very unfortunate. It would hit our textile trade a particularly hard blow. The effect upon the cotton-mill industry in the South would be little short of disastrous. And of course what would happen to our textile trade would happen proportionately in other lines of our exports to China. And the worst of it is that our position, our attitude toward Chinamen coming here, is unreasonable and is a ground for legitimate complaint. There is no disposition on the part of those who are back of this movement in China to induce us to relax our restrictions against coolie immigration. All that they ask is that Chinese of respectability and of financial and social responsibility have the same privileges of coming and going in this country as other foreigners have. I do not know yet how far this movement against American trade has gone in China, but I do know that it is capable of going far enough to result in serious injury to American commerce.'

A MOTHER AND HER CHILDREN.

11, Kitchener Terrace,
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FOR the sake of other mothers, I want to tell you how your Doan's Backache Kidney Pills have helped me. I have never been strong, and can trace my kidney trouble back to the days of my childhood. Even when a girl in my teens, I was tired and drowsy all the day, and didn't get restful sleep at night. As I grew in years, I became so weak, being irregular, and having attacks of palpitation and nervousness. Between 16 and 17 years of age I couldn't go up half a dozen steps without resting; if I attempted to, I fell down. About this age, too, I began to be troubled with the sharp pains in the small of the back, and was sometimes taken with dizzy spells.

'Time after time I had medicine from the doctor, but it didn't seem to help me at all. After my 21st birthday, I became more regular, and my health improved, although I still suffered now and then from backache, headaches, and dizziness, and the secondu were irregular in passing. I married when I was 24 years of age, and have had, in all, six children, the five born before I began with Doan's Backache Kidney Pills being premature. The first lived only 11 months; the second and third are still living; the fourth lived only 24 hours, and the fifth died within three weeks.

It was about 12 months ago that I began taking Doan's Backache Kidney Pills, having heard them spoken highly of. The first box relieved me a good deal, and I bought some more, which considerably mended my back, and improved my appetite. By keeping on with the medicine, I grew better in every way. Shortly after this, I gave birth to my sixth child; it is the child not prematurely born, and is going on splendidly—better in fact, than the other two who survived. It is just two months old now.

Altogether I have used six boxes of Doan's Backache Kidney Pills, and they have done me more good than all the doctors' medicine. I sleep better at night, my appetite is improved, and I am a healthier woman now than I have been for many years.

You are welcome to publish these facts, and I shall be glad if my experience proves helpful to other mothers.

(Signed) Mrs. H. M. MEYER.

Doan's Backache Kidney Pills are 2/6 a box, or 1/3 for 6 boxes. To be had of all chemists and medicine-dealers, or direct from the proprietors, the Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price.

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